

**THANK YOU!**  
Scottsdale Transportation Department staff would like to express our sincere thanks to all of the community members who took their valuable time to participate in the public involvement process. We appreciate the time, energy and input the community provided to help resolve this issue. Community views and opinions gave us the “building blocks” to offer a balanced, efficient and useful section of Mountain View Road for all of the neighbors in the area.

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# MOUNTAIN VIEW ROAD

## TRANSPORTATION COMMISSION TO ACT ON MOUNTAIN VIEW ROAD

*On Thursday, November 18, 2004 at 6 p.m., the Transportation Commission will meet to continue its discussion regarding Mountain View Road. The meeting will be held at the City Hall Kiva, 3939 N. Drinkwater Boulevard. Following the discussion, the Commission may also choose to take action on the current proposal developed by City of Scottsdale staff for minor modifications to Mountain View Road.*

The proposal was developed to help address the broad range of community opinions expressed about the roadway between 96th and 112th Streets. Public testimony will be taken at the Commission meeting. Currently there are no plans to put this item on the City Council agenda unless requested by the Council.

## Background

For several years the City has heard various concerns from residents about Mountain View Road. Some of the earliest feedback came from residents who identified speeding as a problem between 96th and 112th streets and requested help from the City to resolve their concerns. Interim measures were provided to address speeding, including re-striping the roadway to add bicycle lanes and increasing police enforcement. After attempting to address the concerns through these measures and additional education, City Transportation staff collected data and performed analyses to quantify speeding on this roadway. In February/March 2004, residents completed a City traffic calming advisory process that required submitting petitions. Ultimately, the City stopped the petition process due to broader neighborhood concerns. The City started over with a new public involvement process to develop a proposal that would be acceptable to most area residents.

The new and broader public involvement process began in Spring 2004. Since that time, Mountain View Road-area residents and stakeholders have provided City staff with a great deal of information about their vision for Mountain View Road. Information came in a variety of

ways: verbal and written comments from two community workshops, earlier stakeholder group meetings, phone calls, one-on-one conversations, emails, letters, and through a survey on the City web site. Staff listened, read, and learned that there are divergent views about Mountain View Road. The City learned that Mountain View must serve vehicles, bicycles, and pedestrians, working families, commuters and neighbors, young and mature. Concerns were expressed that, on one hand people were driving aggressively, and that on the other hand, people did not want the road’s structure changed to hinder the many for the driving habits of a few.

*As a result of the expanded public involvement process, the City removed from consideration the original February 2004 traffic calming proposal which included roundabouts, speed tables and median islands.*

Some residents of the Mountain View area expressed a feeling that the speed of traffic on Mountain View Road as it passes through Scottsdale Ranch is a problem. Those residents believe that the City should do something to slow those that travel above the 30 mph speed limit and to reduce the opportunity for aggressive driving behaviors. Other residents stated that the roadway is fine the way it is and that there is no need to

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make any changes, or that the speed limit should be increased. As a result of the public involvement process, the City will not make major changes to the roadway, either to increase or decrease the posted speed limit or to make significant physical modifications to the road.

**CITY PROPOSAL FOR MINOR ROADWAY ENHANCEMENTS**

City Transportation staff engineers have developed some improvements for the range of wants and needs, based on information collected through the months of public involvement and outreach. These enhancements include the following:

- ▲ Install narrow neighborhood entry/pedestrian refuge islands at three locations along Mountain View. The general locations for the islands will be east of the Mercado, east of 96th Street and close to 112th Street. They will be located so existing left turn movements would not be blocked. The islands will warn drivers they are entering neighborhoods. Islands would be designed to accommodate pedestrians and have minimal lengths and widths. An illustration, cost and potential schedule for these features is provided later in this newsletter.
- ▲ Add striped crosswalks at the intersections of 104th and 108th Streets, in combination with appropriate advance warning signs, to facilitate pedestrian use.

- ▲ Revise center lane striping to double-yellow, except at left turn locations, to clarify the existing “no passing” in this lane.
- ▲ Convert eastbound and westbound right lane approaching Via Linda to exclusive right-turn lane to eliminate the passing that occurs within the intersection.
- ▲ Add additional bike symbols to the bike lane, to highlight appropriate lane use.
- ▲ Recommend that Scottsdale Police increase speed enforcement along Mountain View using both increased officer patrols and more frequent deployment of the Photo Enforcement Van.
- ▲ Review all intersection sight distances and trim vegetation where needed.
- ▲ Verify that stop signs are clearly visible at all side street and driveway entries onto Mountain View.
- ▲ Monitor speeds and review operations along the roadway after six months. Take corrective actions if necessary. Continue to monitor the roadway for potential safety issues.

**Design Feature And Project Costs**

Total cost of all elements of the City proposal is estimated to be \$19,500. Preliminary design of the neighborhood entry/pedestrian refuge island shows that dimensions will be about eight feet wide and 26 feet long. Each island is estimated to cost approximately \$6,500. At this juncture, it is not expected that this proposal will require City Council approval.

**Elements Considered But Dropped From City Proposal**

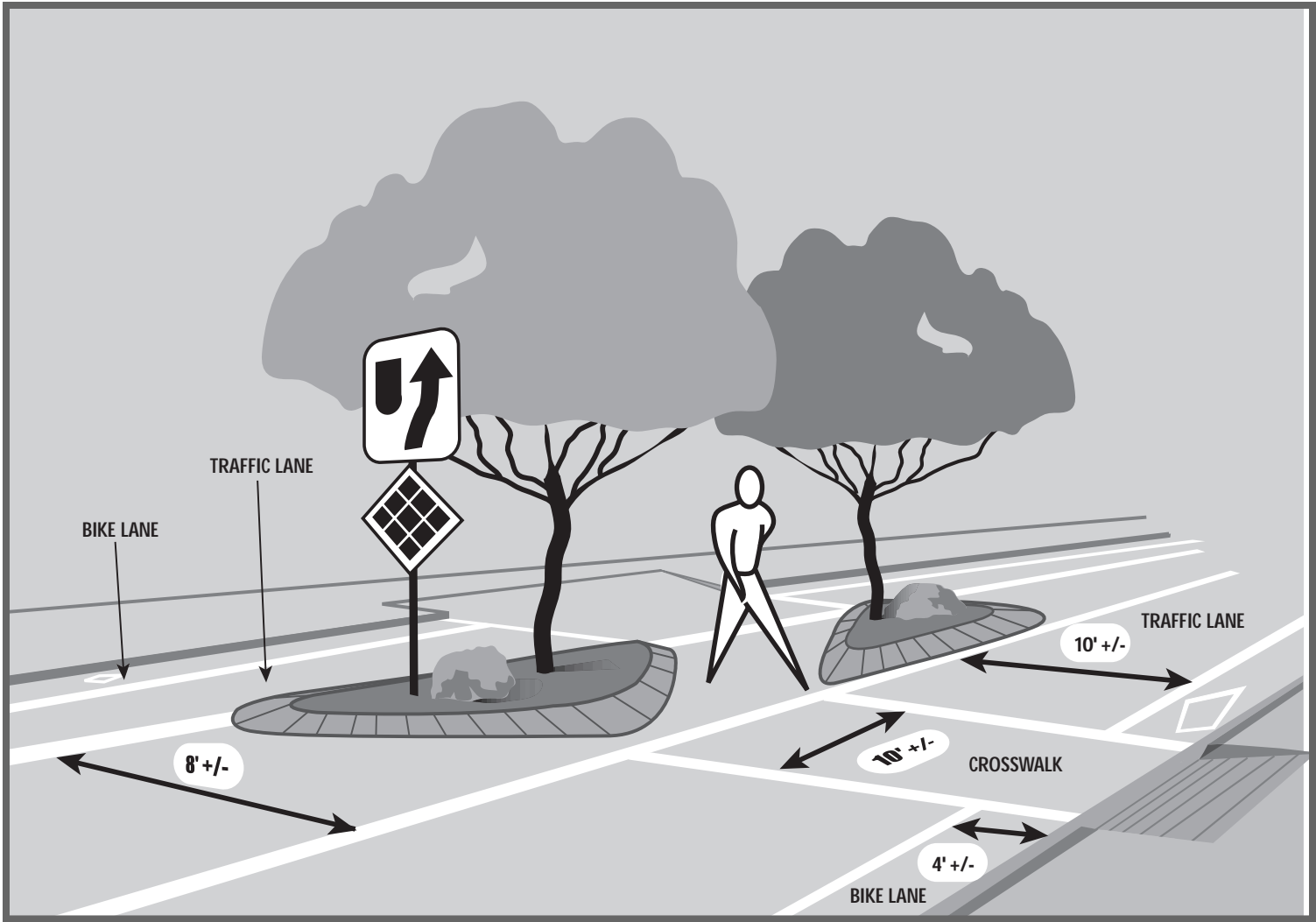
Other elements were considered as well but were not included in the City’s proposal because of a strong community desire for the roadway to serve a wide variety of users and purposes. A clear message was received to make Mountain View more accessible to pedestrians and bicyclists. The elements dropped from consideration include:

- ▲ Modify the speed limit.
- ▲ Build speed tables.
- ▲ Build roundabouts.
- ▲ Widen or narrow the road.
- ▲ Remove, widen or narrow the bike lanes.
- ▲ Install new traffic control signals unless standard signal criteria are met.
- ▲ Install new four-way or all-way stop signs unless standard stop sign criteria are met.
- ▲ Remove drainage dips at 104th Street.

**ELEMENTS THAT COULD BE ADDED WITH PUBLIC SUPPORT**

City staff also identified additional options that could be implemented on Mountain View Road. However, due to a lack of opportunity to discuss these options, they will not be implemented at this time and will not move forward without additional public involvement. Options included:

- ▲ Install driver feedback speed limit signs on existing light poles.
- ▲ Install a pedestrian-actuated flasher at 104th Street.
- ▲ Evaluate traffic volumes for left-turn arrows at the Via Linda/Mountain View intersection.
- ▲ Install more pedestrian refuge islands.
- ▲ Identify locations and funding for pedestrian sidewalk lighting.
- ▲ Work with the school district to identify alternative school bus routes.



Entry/Pedestrian Refuge Island — 26 feet long